

Direct Dial: 01772 348976
Email: Jess.Brown@naphthens.co.uk
Date: 28th May 2025



naphthens
solicitors

Our Ref: JBR/THE0583-047/The Baxter Group Limited
Your Ref: LCC/2023/0030

7 Winckley Square
Preston PR1 3JD
T: 01772 888 444
F: 01772 257 805
E: preston@naphthens.co.uk
W: naphthens.co.uk
DX: 714572 Preston 14

Lancashire County Council
County Hall
Preston
Lancashire

Dear Sirs

Final Response to Lancashire County Council Highways Letter dated 14 February 2025 regarding Land off Bourbles Lane, Preesall.

To avoid further protracted discussions on this application we provide brief comments in response to the matters raised in the text below.
Turner Lowe Associates have produced a separate Transport Note that provides a detailed response to the latest LCC Highways consultation.

Context

We would wish to emphasise that the proposals brought forward to address the highway and transport implications of the proposal have been carefully considered and put forward for assessment in good faith. Consistent with best practice engagement and discussions with the professional officers of LCC Highways commenced well before the application was submitted. In April 2022 TLA were advised following a site visit that the LCC officer with specific responsibility for the part of Lancashire where the proposal was situated:

- Had no technical issues with the access and Lancaster Road
- That he considered the road was sufficiently wide enough to accommodate the proposed access
- The height of the wagons was such that there were not anticipated to be any problems with visibility over hedges
- That the Transport Statement should address vehicle movements/timings etc.
- Confirmation that all journeys will be to the east and not west.

Following submission, the LCC Highway officer was contacted by the scheme architect and information concerning a bend on the A588 was requested albeit it was also stated that that officer did not have any problems with the access onto Lancaster Road that could not be easily resolved.

We have attached to this response the letter dated 7th May 2024. This is a formal consultation response from LCC Highways that clearly expresses that the concerns in the 14th February 2024 consultation had been resolved. The issues of concern previously raised were:

- “1. Access – the access plans fail to demonstrate the adequate sightlines are achievable.*
- 2. Access – the access plans do not show that a vehicle can enter the site safely whilst another is leaving.*
- 3. Access – the access plan does not provide swept path for all vehicle movements,*
- 4. Lancaster Road – insufficient highway width to accommodate two-way traffic movements without compromising highway safety.”*

The Summary states:



“The developer has demonstrated that with suitable mitigation the previous concerns raised by LCC Highways have been addressed and that subject to suitable planning conditions the proposed development can be supported.”

The relevant officer is understood to have retired and been replaced.

Subsequently, in an email dated 18th July 2024 the comments of the LCC Officer in the May 2024 consultation response were described as *“extremely premature and should have been complicit (sic)¹ by indication subject to change”* and that the decision on the application was *“still ongoing”*.

Whilst it is accepted that the Highway Authority can lawfully resile from matters which have previously agreed or expressed as not being in issue this most likely to arise where there is some scope for reasonable professional disagreement. However, we find it unusual to see that the current position of LCC Highways is one that is diametrically opposed to the expressed view of the previous professional officer, without there being any clear reason for doing so. The consultation response by LCC is now one of *“unacceptability”* of the development attributable, it is asserted, to risks to highway safety associated with the proposed minerals development.

Site Access

The site access originally took the form that was agreed with LCC Highways. This was confirmed at the time in the LCC response to the planning authority of the 7th May 2024. The access provided the visibility splay which the highway authority requested based on the speed of traffic using Lancaster Road that had been determined from a survey undertaken by the authority to assess the effects of the then recently introduced 30 mph speed limit. At the time average speeds and the 85thile speed which is used in highway design, were in excess of 30 mph. The visibility splays requested could be provided within the highway boundary. The splays were shown at the time from a 2.4m setback from the edge of carriageway.

As the scheme developed it was considered and agreed by the Highway professionals that designing an access based on drivers travelling at illegal speeds was illogical and that it would be preferable to attempt to ensure that drivers drive at legal speeds. This would then result in a visibility splay appropriate for the speed limit that was being enforced. Accordingly, a speed activated Warning Sign was included within the proposed highway works to be provided as part of the development. Therefore, this resulted in the conclusion that the appropriate splay could properly be 2.4 x 43m.

Following the notification that the letter of May 2024 should not have been issued - sent by email on the 18 July 2024 - a meeting was arranged. At that meeting on 2nd September 2024 it was agreed that the access should be slightly amended within the land available. More particularly, it was also stated that the access splay could be measured from a 1.2m setback and with the speed activated Warning Sign the splay would be 1.2 x 43m. The access was amended and submitted for agreement prior to a second meeting. This was agreed by email prior to the meeting on the 17 September 2024 as set out in the extract from the email below.

3. Lancaster Road

Prefer the carriageway being widened to its maximum than reducing the width any further.

4. Visibility splay at access

Happy to accept 1.2m for HGVs.

Hope this note helps.

Kind regards

Ryan Derbyshire MCIHT
Team Lead Chorley, Fylde and Wyre

¹ Presumably should be “explicit”

Whilst the reply from Lancashire Highways references “for HGVs” there could have been no doubt in the mind of the author of the email that vehicles other than HGVs would be using the access. At the second meeting held on the 20th September 2024 the access design was agreed. It has been shown in this agreed form since September 2024 with a 1.2 x 43m splay.

It is now apparently considered by officers that the splay should in fact be 2.4m x 58m. This has only been communicated to the Applicant recently notwithstanding the extensive discussions that had previously taken place. Had the Highway Authority considered that the previously agreed 1.2m was no longer appropriate, or that there should be no attempt to control driving to the speed limit, this could have been communicated to the Applicant at any time and most certainly well before a third meeting which took place in December 2024. The purpose of the December 2024 meeting was intended to be where all outstanding matters were to be presented so that a final submission could be made. The visibility splay volte face was not mentioned.

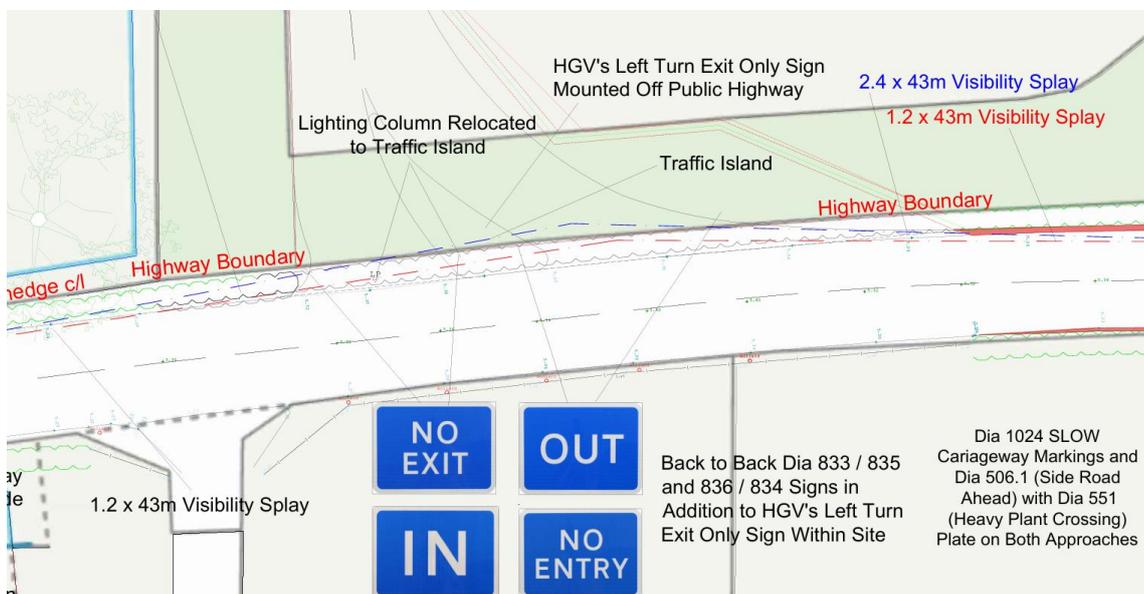
The upshot of the latest position of the Highway Authority is the splay should be designed to accommodate the illegal driving that was taking place on Lancaster Road. It also reversed the previous agreement concerning the 1.2m set-back. The issue is addressed more fully below.

The current LCC Highways consultation response incorrectly states that the access can only provide a 1.2 x 43m splay. This is factually incorrect. The drawings simply show what had been agreed can be achieved. The 2.4m set back is stated to be necessary to allow the access to be used by light vehicles. As indicated previously this must have been known when the 1.2m set back was “*happily accepted*” as above.

Firstly, a 2.4m set-back can be provided as was originally proposed that would be totally within the highway. Even if this was thought to be a valid concern, as the site has an existing access used by, and is clearly suitable for use by, light and agricultural vehicles the new Lancaster Road access could be limited for use by HGVs by way of a planning condition.

Secondly, the extract from the site access drawings below shows that a 2.4m splay can readily be provided. This has been drawn at the required 43m for traffic travelling at 30 mph. A considerably longer splay could be accommodated over the hedge, far in excess of the 58m now considered necessary (and in such a case the speed activated warning sign would not therefore be necessary and would not need to be provided).

However, we maintain that it would be perverse and irresponsible to do this since it involves accepting that drivers are travelling in excess of the speed limit despite the introduction of a new limit of 30 mph being imposed by the Council and it taking no steps whatsoever to appropriately address this. The previously agreed approach is patently more responsible.



As can be seen above, the splay would be well within the highway boundary or the land that has been acquired for the new access.

Thirdly, it should also be noted that visibility splays are measured at a height of 1m above ground level. The hedges in this area are already kept at or below this height and so there would be no need to remove any existing hedge other than to physically accommodate the access. A Planning Condition could ensure that there is maintenance funds available for keeping the hedges that are totally within the highway at this height for the duration of the development.

Finally, on this point it is unclear how LCC Highways has come to assess the available distance referred to by them. Nothing has been presented to demonstrate their assessment. The above extract is, however, based on the accurate topographic survey that has been undertaken for the development and the definitive highway records. And shows that significantly more than a 2.4 x 43m splay could be achieved.

Trip Generation

The table extracted from the Updated Transport Assessment should show 4 departures in the 16.00 – 17.00 hour to match the arrivals. This is a typing error. The table presented in the response omits the effects of the development on the A588 each side of Lancaster Road which is shown directly next to the figures extracted in the Updated Transport Assessment, which for the same period shows 2 departures in each direction. For there to be 4 departures using the A588 there must be 4 departures from the site. The effects on the A588 are exactly as indicated in the Updated Assessment.

Within certain hours of the day, when the existing HGV flows are low, the average 3 - 5 vehicles arriving and departing each hour would indeed lead to a high percentage increase. The total HGV traffic would still, however, be very low in terms of levels which would warrant any further assessment. This is fully detailed in the Updated Transport Assessment. The Updated Transport Assessment sets out the advice of The Institute of Environmental Management and Assessment (IEMA) in their guidelines: Environmental Assessment of Traffic and Movement (2023). These replace advice issued in 1993 by the Institute of Environmental Assessment: Guidelines for Environmental Assessment of Road Traffic. Both documents advise that an increase of 30% in HGV's on an annual daily basis is required to warrant any environmental concerns. The 2023 guidance gives a further threshold of 100 HGV's per day for Air Quality matters. The traffic generation of the proposed development is far below these thresholds. No guidance advises that increases in any particular hourly period is an appropriate way of considering the environmental effects of a development.

We are pleased to see that the authority does not consider that the development would lead to any capacity issues and the concern is an increase in HGV's and the resulting apparent increases in risk of vehicle / vehicle or vehicle / pedestrian / cyclist collisions.

Supporting Highway Works

In the case of Lancaster Road there are two elements of the highway works package.

1. covering the general length between the site access and the A588; and,
2. covering the bend adjacent to Vine House and Pointer House.

In relation to the first matter on the main section of Lancaster Road, an HGV associated with the development would not pass another development associated HGV travelling in the opposite direction as this would be prevented in the CEMP which would be a condition of any planning consent. To assist the passage of an HGV associated with the development and another unassociated HGV it has been proposed from the outset that the carriageway would be widened up to the edge of the hedge when trimmed. It will also be noted that in this context the authority's survey shows there to be few HGVs in number and furthermore it is likely that most would not be the width that is being assumed in the swept path plots. This proposal would give an approximate 300mm additional carriageway on each side of Lancaster Road. As detailed in the Supplementary Information issued in January 2025, this would provide a clearance of 500 – 600mm between the **largest** size vehicles and obviously more for smaller HGVs. This distance assumes that the vehicles are travelling along the edge of the widened carriageway. The clearance would be more than that which is needed to accommodate wing mirrors etc. This will benefit existing HGV users unassociated with the application proposal and will continue to do so on completion of the development. An additional point is that an HGV driver can and often do move the offside mirror flush with the side of the vehicle when passing close objects.

The argument that the verge needs to be maintained to accommodate signage and space for pedestrians to walk is also flawed. Whilst this may be a general desire, the Supplementary Note

provides many examples of the situation on the A588 in this vicinity where signs are located in hedgerows or even behind hedgerows. As an example, a couple of the images in the Supplementary Note are reproduced below. All the signs proposed as part of this development would be within the highway





The last two images above also show the carriageway extending to the face of the hedge with a longitudinal lane to direct light traffic away from the edge. This is exactly what is proposed for Lancaster Road.

In the case of the comment that the verge is necessary for pedestrians, at the present time its condition prevents it from being used by pedestrians. In addition, the LCC survey did not record any pedestrians, and none have ever been seen on several site visits. With the carriageway widened and white line provided, the space will be useable by pedestrians, and could had the Highway Authority wanted, be surfaced in a different colour to discourage light vehicles from using it.

In relation to the second matter concerning the bend adjacent to Vine House and Pointer House, it has always been acknowledged that widening the carriageway without affecting the hedges would still not allow two maximum size HGVs to pass. The original scheme agreed with LCC Highways provided for a short single file section to be created giving priority to traffic travelling westwards. Indeed, this was also seen as a benefit for road users so much so that it was intended to remain a feature following the completion of the development and restoration. It appears now to be the case following it being accepted as an appropriate response that the Highway Authority regard this solution as inherently unsafe with the consequence that the Authority now no longer regard it as acceptable. The Applicant prepared a document looking at the safety record of several of these arrangements elsewhere which demonstrated a good safety record. The rejection of this option by LCC Highways was said to be because the approach visibility of the single file section in the cases cited was good whereas it was alleged that this would not be the case on Lancaster Road. However, as the drawings prepared for this option clearly showed that the required visibility would fully comply with appropriate DfT standard the arrangement put forward can be assumed to be to be safe. This is therefore not considered to be a sound or valid objection.

Faced with the Highway Authority objection to the above solution an alternative signage proposal was taken forward since the first meeting in September 2024 as suggested by LCC Highways. The original proposals have since been amended to the form proposed since then to address the matter by an appropriate signage strategy. It is, however, maintained by the Applicant that the originally approved proposals comply with DfT standards and are safe.

The January 2025 Supplementary Information Note looked in detail at all sign locations associated with the current schemes and demonstrated that all proposed signs could be provided within the highway.

Accident Record

Effects on A588 at Fold House Farm

There have been no recorded accidents at this junction in the last 5 years. In fact, the last recorded accident was in 2015 when two cars collided on the bend.

The applicant was requested to investigate this junction, despite there being no accidents identified in the search undertaken for the original Transport Assessment. At the second September 2024 meeting, the suggestion was that signs indicating HGV's may approach in the centre of the road be provided as part of the development. These were then proposed as part of the development from thereon. The question of whether the signs could be provided in the highway was initially raised at the December 2024 meeting. The January 2025 Supplementary Information shows where the signs could be provided within the highway.

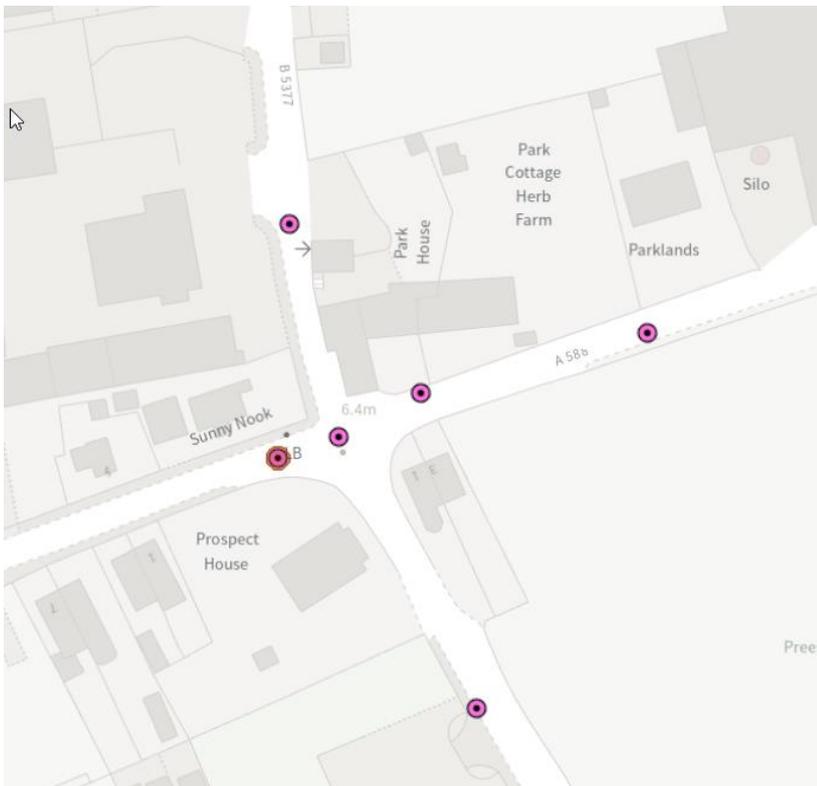
Ironically, had such signs been erected by the Highway Authority the 2015 accident may not have happened.

Effects at A588 Burned House Lane / B5377 Park Lane / Cemetery Lane junction

It is claimed that there have been 4 accidents at this junction in the last 5 years.

The applicant was informed that this junction had become a location of concern at the December 2024 meeting where it was also thought that it would not be possible to provide the same signs as had been proposed at the Fold House Farm bend within the highway.

The statement that there have been 4 accidents at this junction is not strictly accurate. As can be seen from the accident plot below, the accident on Park Lane occurred over 40 m from the junction on a stretch of highway that would not be affected by any traffic on the A588 (the only route that would be used by the development traffic).



The accident on Cemetery Lane occurred outside the access to Prospect House, well away from the junction and again on a section of highway that would not be used by development traffic.

The accident on Burned House Lane was also well away from the junction. This involved a goods vehicle (the size not recorded) that collided with a pedestrian walking in the carriageway with their back to on-coming traffic.

The only accident that occurred at the junction involved a car and a motorcycle. From the damage reported the vehicles would have been travelling in opposite directions. Again, the signage suggested in the Supplementary Information may have prevented this accident, or at the least, reduce the propensity for it to happen again.

The Statement that there have been 4 accidents at this junction which could indicate that the HGV traffic from the development would lead to an unacceptable increase in accident risk is simply not justified by the evidence.

As stated in the Supplementary Information, the A588 is the main route through this area and its A588 designation means that it is the intended route for commercial traffic. It appears to be the case that the highway authority now asserts that now this has been investigated there would be concerns over any increased HGV use. However, the Highway Authority has no proposals to improve the apparent safety record which is said to be of such concern. This can be contrasted with the application proposal which would provide a clear signage strategy, which if they had been erected sooner, may have prevented the most recent accidents that have been recorded. Insofar as the signs could be provided at no cost to the authority the opposition to a degree of improvement seems somewhat contradictory.

In this context the A588 would be used by construction traffic generated by any major project (such as housebuilding) in the area. As detailed in the separate Technical Note, the TRICS consortium give a general "Rule of Thumb" for estimating the Construction traffic a development such as a residential scheme may generate based on overall Project Value. A 100 dwelling scheme in this general area could have a value of £25m to £50m. Taking the lower value, around 7,350 commercial vehicles movements could be expected over the construction period. Obviously, these will not all be full size HGV's but a significant proportion will be. If it is genuinely considered that the A588 cannot safely accommodate any increase in HGV activity it would logically follow by parity of reasoning that any project involving construction work must equally be unacceptable on safety grounds and be opposed. This would be nonsense.

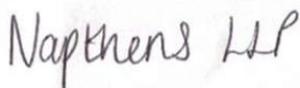
Conclusion

Having received the LCC Highways response we see very little utility in extending the time to consider the application further. Having discussed the matter at some length with Paul Tucker KC and John Barrett – counsel retained in the matter – we feel that all avenues for a negotiated resolution have been exhausted.

It is a disappointment that LCC highways has vacillated in their advice to the LPA on the issues associated with this proposal. The applicant has been frustrated by LCC being inconsistent in its advice and discussions with the applicant's own highway consultants who had sought to constructively engage throughout the process. In a final attempt to bring a resolution to this long-standing matter we are therefore providing with this correspondence the Turner Lowe Associates Transport Note referred to above. This comprehensively addresses the transport and safety issues associated with the development proposal.

It is considered that the applicant has demonstrated that the development could take place without any material effect on highway safety and as has already been accepted, without any effect on the capacity of the highway network. Any remaining concerns are readily capable of being addressed by conditions.

Yours faithfully



Napthens LLP

Enc.

LCC Planning

Phone: 01772 535214

Email: glenn.robinson@lancashire.gov.uk

Your ref: LCC/2023/0030

Our ref: D2/23/0030/GR

Date: 7 May 2024

Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990

Application LCC/2023/0030

Proposed The extraction and processing of sand and gravel including the construction of new site access roads, landscaping and screening bunds, minerals washing plant and other associated infrastructure with restoration to leisure end-uses, agricultural land and biodiversity enhancement, using imported inert fill.

Location Land off Bourbles Lane, Preesall

Further to my response dated 14 February 2024 I am receipt of additional information relating to this proposal.

Discussions have been ongoing between the developer and LCC Highways on the issues raised by LCC Highways. A plan (Dwg No 22503 / 04) has been produced by the developer to address those concerns.

Summary.

The developer has demonstrated that with suitable mitigation the previous concerns raised by LCC Highways have been addressed and that subject to suitable planning conditions the proposed development can be supported.

Comment

The plan show a traffic management scheme for Lancaster Road from its junction with the A588 to just west of the proposed access to the quarry.

Lancashire County Council

PO Box 100, County Hall, Preston, PR1 0LD



The issues of concern previously raised were:

1. Access – the access plans fail to demonstrate the adequate sightlines are achievable.
2. Access – the access plans do not show that a vehicle can enter the site safely whilst another is leaving.
3. Access – the access plan does not provide swept path for all vehicle movements,
4. Lancaster Road – insufficient highway width to accommodate two-way traffic movements without compromising highway safety.

The new plan shows that sightlines at the site access have been amended to comply with those recommended by the Manual for Streets. LCC Highways are satisfied that point 1 is addressed and is no longer a reason for refusal.

The revised access arrangements show that HGV's now have the ability to pass and as such point 2 is now no longer a reason for refusal.

Swept path analysis is now provided for vehicle movements and as such assessment is now complete (point 3).

The traffic management scheme proposed by the developer addresses the concerns raised as point 4.

Development Proposal.

The development proposal is for sand and gravel extraction from land off Bourbles Lane, Preesall.

The proposal is for the exportation of an estimated 460,000 tonnes of sand and gravel and the importation of 220,000m³ of inert fill materials.

The works will be phased over a 7 year period

- Phase A – Site Enabling Works (approx. 6 months)
- Phase 1 – North-western area of site (approx. 18 months).
- Phase 2 – North of Bourbles Lane (approx. 6 months)
- Phase 3 – East of Bourbles Lane (approx. 18 months)
- Phase 4 – Central area including duck pen (approx. 12 months)
- Phase 5 – Completion of infilling, processing plant removal and final restoration (approx. 2 years).

Access for the proposal is from a new access to Lancaster Road.

These have not changed from the original submission.

Background.

There is no additional information to add to this. The previous comments are repeated below.



Lancaster Road is classified as the B5270, lit by a system of street lighting and subject to a 30mph speed restriction. It is a single carriageway road without footway and where verges exist, they are generally less than 0.5m in width. Hedges, fences, and walls at the highway boundary limit forward visibility, especially on the approach to bends. Carriageway widths are generally around 5.5m.

LCC undertook a traffic count in the vicinity of the proposed site access between 6 – 12 October 2023, which showed that the average daily two-way traffic flows to be around 3,100 vehicles per day, with around 300 vehicles in the busiest hour. The mean speed of traffic is 33mph eastbound and 32mph westbound with the 85th percentile speed being 37mph in both directions.

Traffic Generation.

The previous comments, repeated below, are included for information.

The developer's TS assumes that a maximum of 100,000 tonnes will be exported each year.

The TS assumes a payload of 20 tonnes per HGV. LCC Highways consider this to be a reasonable assumption. The TS states that this would lead to an average of 5,000 HGV movements per annum.

The TS assumes a 245-day working year and an 8 hour working day, again this is considered reasonable.

For the purposes of assessing the impact of the development the developer has assumed that there would be an average of 5 vehicles arriving and 5 vehicles departing per hour. Given the nature of the development proposal it accepted that vehicle movements will be spread throughout the day rather than concentrated at the start and end of the day.

There will be additional vehicle movements to the HGV movements from staff (start and end of the day) plus occasional visitors, however, these will be relatively low.

Overall, the number of vehicle movements associated with the proposal would not have a significant impact on highway network capacity and as such no highway capacity assessment is considered necessary.

Highway Safety.

The previous highway comments raised concerns relating to highway safety and are repeated below.

The TS provided by the developer shows that Lancaster Road between the proposed site access and the A588 has a relatively good road safety record. However, a recent accident involving a car and a bus highlights the dangers on Lancaster Road due to its limited width.



On a site visit LCC Highways carried out a survey noting the carriageway width of Lancaster Road between the proposed site access and the A588.

The DfT's Manual for Streets (MfS) provides some guidance on what highway widths are required to allow vehicles to pass.

Figure 6.18 from MfS, reproduced below, shows typical vehicle widths.

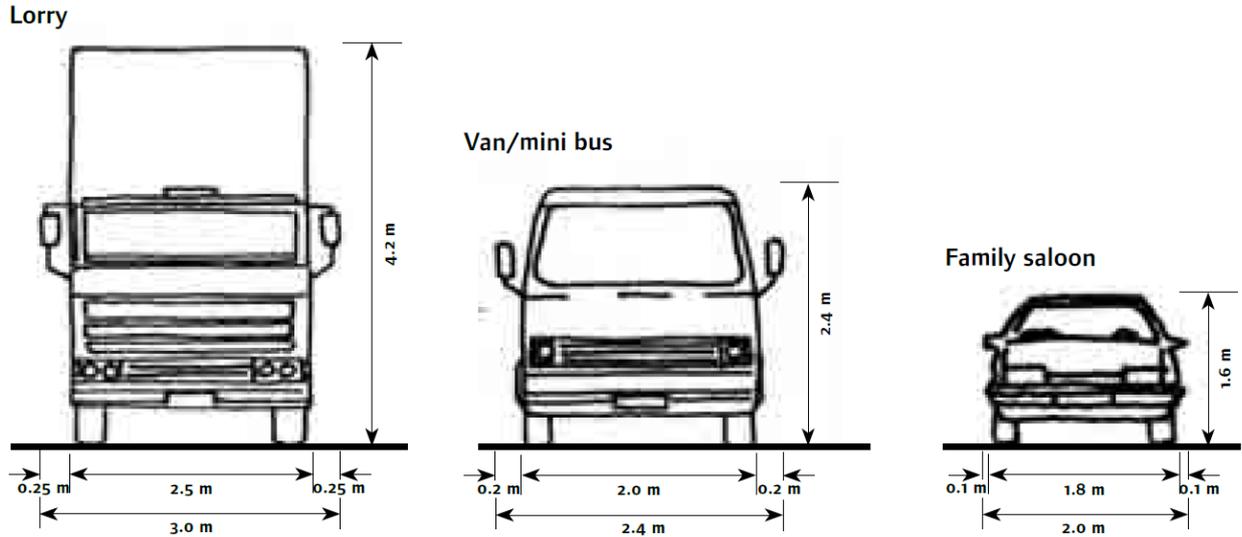
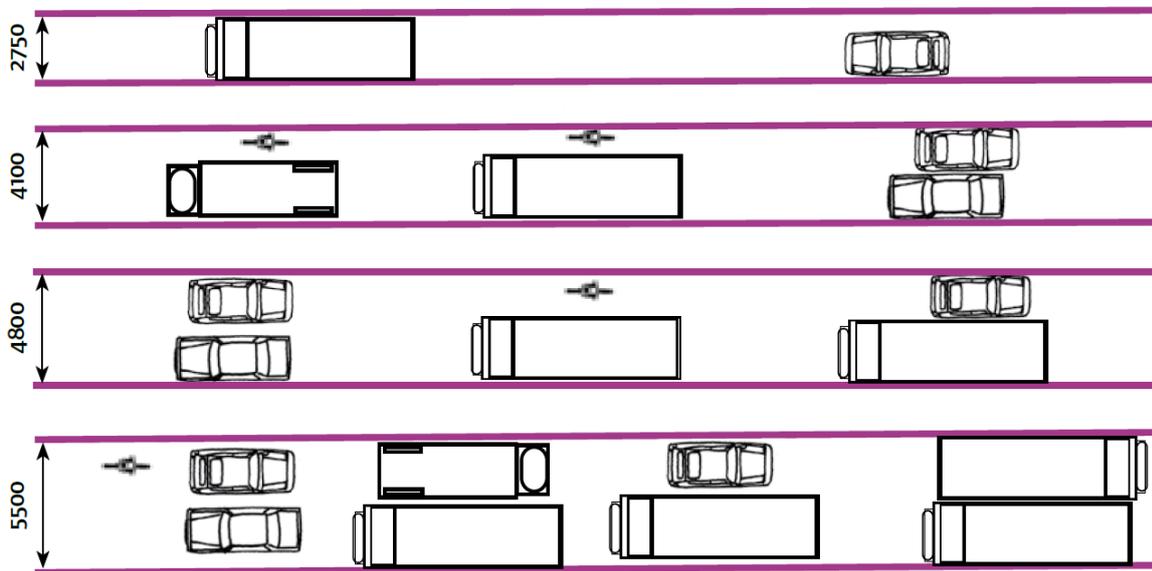


Figure 7.1 from MfS, reproduced below, shows what carriageway width can typically accommodate.



A carriageway of 5.5m can accommodate two-way HGV movements, however, this is on a straight and has minimal clearance between vehicles. Where bends exist greater widths of carriageway would be required. Further, the above does not factor in the needs of pedestrians as it assumes footways adjacent to the carriageway would be available.



On Lancaster Road in the vicinity of the site there are no footways and very narrow verges with hedges which leads to vehicles keeping away from the edge of carriageway, thus narrowing the effective carriageway width.

In should also be borne in mind the negative impact of the lack of footways and very narrow verges has on pedestrian safety, due to the lack of a safe space for pedestrian to step onto when approached by vehicular traffic.

To address the highway concerns the developer is proposing a traffic management scheme which will lead to reduced traffic speeds and therefore reduce the risk of serious collision.

The scheme also introduces a priority give way close to the bend. The benefit of this is to prevent two vehicles from passing each other at the point where the carriageway width is insufficient to allow two HGVs to pass safely. Consideration has also been given to vehicles emerging from adjacent private accesses as well as satisfying the necessary forward visibility requirements on Lancaster Road.

The scheme also proposes to increase the carriageway width at the southerly part of the Lancaster Road / A588 junctions. This allows for 2 HGVs to pass without the northerly vehicle having to wait on the A588.

To further reduce the potential conflict between HGVs and School Busses the developer has agreed to limiting site access and egress for HGVs to periods outside school start and finish times.

Access.

The access arrangements have been tweaked by the developer to address the highway concerns.

The sightlines now proposed now satisfy the recommendations in the Manual for Streets using the current observed traffic speeds. It is also of note that with the traffic management scheme actual speeds are expected to reduce, however the developer has agreed to provide sightlines based on current speeds and not the future reduced speeds.

In tweaking the access arrangements and through the use of traffic control HGV conflict at the junction with Lancaster Road is significantly reduced.

Conclusion.

The developer has submitted additional information that resolves the previous highway issues and LCC Highways are now satisfied that with appropriate planning conditions the proposal would not have an unacceptable impact on highway safety and as such can be supported.



Conditions.

It is suggested that the following conditions be imposed on any permission granted.

1. No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:
 - A plan to a scale of 1:1000 showing the location of all defects identified;
 - A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.
 - The survey shall be repeated on a timescale to be agreed throughout the life of the development.

Any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

2. No importation or exportation of materials by HGVs shall take place between 8:00am – 9:00am and 3:00pm – 4:00pm during school term times.

Reason: In the interest of highway safety.

3. For the full period of site set up, exportation of materials and site restoration facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud, stones and debris being carried onto the highway. Provision to sweep the surrounding highway network by mechanical means will be available and the roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason: To prevent stones, mud and debris being carried onto the public highway to the detriment of road safety.

4. The development hereby permitted shall not be brought into operation until visibility splays 2.4 metres back from the centre line of the access and extending 58m metres on the nearside carriageway edge in both directions have been provided at the site access, as shown on the approved plans. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility



splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure adequate inter-visibility between highway users at the site access, in the interests of highway safety.

5. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 15m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

6. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. The site access and off-site highway works shall be completed prior to the site first being brought into use.

Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site and to enable all traffic to enter and leave the premises in a safe manner without causing a hazard to other road users

Note:

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Highways Development Control Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours faithfully



Glenn Robinson
Team Lead Chorley, Fylde and Wyre
Highways Development Control

